

Indexed Nov 08

Columbia River Gillnetter

Columbia River Fishermen's Protective Union

Summer 2004 / Vol. 35, No. 1

www.crfpu.org



Julia B.

The Lower Columbia River Boat Julia B. is shown on the run to Cathlamet, Washington from Astoria, Oregon with a large number of passengers. She made stops at Altoona, Pillar Rock, Brookfield, and Skamokawa along the Washington shore on the way. She was owned and operated by Captain J. W. Babbage until 1919 when the Foster Brothers took over. The Julia B. was replaced by the Watco in 1929 and then by the Imperial in 1940. The run was ended in 1949.

Photo Courtesy of Clatsop Historical Society



Sally the Salmon Says...

"Am I wild or am I hatchery? My adipose will tell the tale."

NMFS approves summer dam spill plan

The National Marine Fisheries Service approved a plan by federal dam managers to cut the amount of water spilled for juvenile salmon in the Columbia and Snake rivers. The plan is to reduce the amount of spill by 39 percent. The reduction will enable the BPA to generate an additional \$20 million to \$31 million in revenue.

Only one species of endangered fish will be hurt as the amount of spill is reduced. Federal officials expect a loss of only about a dozen Snake River fall chinook by the time the fish return to spawn in three or four years however, unlisted fish will be reduced by as many as 12,000.

Spills will be shut off altogether in August at Bonneville and The Dalles dams, and for the last five days of August at Ice Harbor and John Day.

Dam managers say they'll offset the death of fish through habitat-improvement measures.

Articles in this issue: Dams: a pollution threat to rivers... CEDC news update... Exxon Valdez spill damage update... Remembering Northshore... New artificial fish-raising techniques questioned... A ride along Astoria's waterfront...

Also, join us on the web: Discover our web site at www.crfpu.org where, in addition to the articles of this issue, you will find more news articles, old photographs and past issues of Columbia River Gillnetter publication as well.



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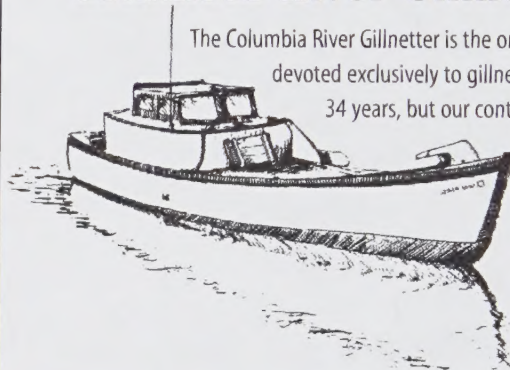
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Foreword

This paper is being published for the express purpose of keeping the public and the fishermen informed of the **true facts** and happenings in regard to the Columbia River Fishing Industry and all people connected with it. The advertisements which appear within make it financially possible to publish this paper and we hope you will in return patronize and thank the business people who contributed to this cause. Anyone who wishes to contribute articles, pictures stories, or ads, please contact the editor at:
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The Columbia River Gillnetter is the only remaining publication on the west coast devoted exclusively to gillnetting. We have been making a difference for 34 years, but our continued existence is threatened by increasing production and mailing costs. Now more than ever, we need a voice to represent our side of the issue, and the Gillnetter is an important contact with fishermen, lawmakers and the general public. If you would like to help, send donations to Columbia River Gillnetter

The following individuals have made a cash contribution to the Columbia River Gillnetter Publication, which will be used to help continue the publication and mailing of this free informational newspaper.

We thank them for their support!

December 2003 — May 2004

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This paper was started for your benefit 35 years ago to help keep you informed on Gillnet issues. As we are non-profit, we depend on advertizing and donations to keep publishing and mailing this newsletter. Please make your contributions to: Columbia River Gillnetter, P. O. Box 627, Astoria, OR 97103



From The Editor

Better Things To Come 2004-2005

With the Lewis & Clark Bicentennial celebrations beginning this spring, all the way from St. Louis to Astoria, it is encouraging for the future to note the advances made in the Columbia River Salmon recovery and rehabilitation program and the resulting fishery that contributes so much to the economy. Meriwether Lewis and William Clark would be proud of us making the advances that we have after they spent such a "most miserable winter" here, in their Camp Clatsop, in 1804-1805.

If the Harvest end of the fishery can receive as much privilege as the Hydropower end and if that harvest can be equally divided among the user groups, including the non-fishing public, and at the same time we continue to work on and improve Salmon Habitat and Hatchery programs only then can we guarantee a healthy fishery and Salmon for the future. The National Marine Fishery Service (NOAA Fisheries) and the Columbia River Compact in interpreting and administering the Endangered Species Act must act fairly to all. If Lewis & Clark could do it with their Democratic Vote, out in the wilderness in 1804, as to where to spend the winter, then we can do it in the conveniences of 2004, for

Salmon.

If we can continue to make these improvements in the future as we have done this year and if the Pacific Ocean feeding grounds will continue to cooperate with its upwelling food source then we will not need to face a winter of hardship as Lewis & Clark did.

Talking about some positives that have helped us here on the Columbia River reach new Salmon producing and harvesting levels we need to emphasize the CEDC Fishery Net Pen program. With the new innovations eluded to in this issue of the Gillnetter and with the new improved facilities, including that at East Tongue Point, they are ready to contribute to the local economy as never before. Along with new marketing opportunities looming on the horizon and if the cooperation level between state and federal agencies continues to improve we can look ahead with determination.

Finally, it should be noted that this Gillnetter publication is financed by the advertisers. We have a large mailing list, mainly here in Astoria and along the Columbia River, but also all over the northwest and the USA. We provide stacks of each issue available at various businesses as well as the advertisers in the area. We thank these advertisers and encourage you to consider them with your business.

Letters and comments to the Editor are always welcome and encouraged.

Jon Westerholm, Editor

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New Spring Salmon Fish Plan

We have just finished the third year of the new tooth-net fishery with recovery box. This is a plan to protect the up-river wild fish and also is used to stay under the impact guidelines. We have learned a lot, along with the Compact, which has the job of making this plan work.

The first year we fished 5 1/2" mesh nets with fair success but too many steelhead were handled. In 2003 we changed to a 4 1/4" mesh which helped in the survival of released steelhead. The Salmon run came in early and too many up-river fish were caught with the larger 8" mesh which we fished in the first part of the season. This used up most of our impact which in turn shortened the tooth net season with the final result that only 3,000 Salmon were harvested.

In the year 2004 a large run was projected to return, so the new plan was to have a test fishery each time before a fishing period was set. These tests took place and were done by a number of fishermen in selected areas. These fishermen did this fishing on their own time as volunteers and we thank them for their time and effort.

The 2004 Spring Season was successful in consideration of a smaller run than was projected. A 9" mesh was used into March which gave total protection to the Steelhead. The toothnet and recovery box were used in the last part of March.

14,000 Salmon were harvested in the 2004 Spring Fishery and the biggest plus was the Market which remained good throughout the season, and the price stayed high. As

the last fish counts are coming in the run size is short of the pre-season predictions. At this time there has not been given a good reason why.

Maybe the largest user group is the sea lions who are taking a third of the run? Lets Say 1,000 sea lions take one fish a day for 90 days. At a minimum that would be 90,000 Salmon.

The major problem of sea lions is not easy to solve. However the National Marine Fisheries Service has the power to make some changes to solve this problem and they need to address the problem aggressively. This should be one of our goals for the year 2005.

Jack Marincovich,
Executive Secretary,
C.R.F.P.U.

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To the Editor

Dear Jon,

I really appreciate receiving the Columbia River Gillnetter publication. I remember many of the events you write about as well as some of the names.

On page 22 of the Spring 2003 edition, the Union Fishermen Coop. Packing Co. installation in Wheeler was mentioned. My parents Mr. & Mrs. Hugo Klein bought that facility in about 1921 and operated it as a wholesale fish co. until 1945. They also bought the pick-up boat Independence No. 1 at the same time.

Enclosed is a contribution so I can continue to receive the Gillnetter. Thank You,

Bill Klein, Bainbridge Island, WA

• • •

I enjoyed your article about Brownsport and "Snooky" Barendse - although when I read the article I didn't know we were related in some way to him. I'll have to find out where that relationship comes in. My dad, George H. Crandall, fished the Columbia commercially for 45 years, from seines to gillnets. My first memories of life were at the H & B seining ground at Quincy that dad ran for many years. Years later when I was in Jr. High and I boatpulled for him for a couple of seasons out of CRPA docks at Alderbrook - so I have many wonderful memories of those days. I hope the enclosed check helps a little to keep the Gillnetter coming. Best Regards,

Clifford E. Crandall, Tigard, OR

• • •

My Father Luke J. Zankich and mother Maaïke H. Zankich would like you to have this donation so you can publish further articles about Columbia River Gillnetters. Both of them were born in Astoria (as was I) dad in 1917 and mom in 1916. We moved from Astoria in 1949. My father was a gillnetter and tied his boat up to the dyke in Youngs Bay where we lived on a farm just across the bridge. My dad worked at Joe Dyers shipyard as a machinist

and later worked for Atlas Diesel. We moved to Seattle and he sold Atlas Diesels, then Chrysler gas engines, then Perkins diesels and Cats. He retired 23 years ago and still enjoys reading your publication. My mother grew up on a farm in Brownsmead and was trained as a nurse at St. Mary's Hospital. We moved into Astoria off the farm and lived one block from Gray School next door to Cecil Josephson and to this day I am friends with Mike Josephson who now is the third

generation in the smoked salmon business in Astoria. My mother remembers the draft horses they used on the farm in Brownsmead were retired from the beach seining operations on the sand bars in the river so they were really good at pulling the plow. Oh the memories they have told me and can still tell. Keep up the good work!
L. Paul Zankich, Seattle, WA.

Ed Note: Maaïke Dejong Zankich, Paul's mother, passed away late last year.

Protecting our Salmon Resources Since 1884!

THIS LETTER TO STANFORD UNIVERSITY ACKNOWLEDGES THE RECEIPT OF A BLUEBACK SALMON SENT TO THE UNIVERSITY TO DETERMINE THE SPECIES. IT ILLUSTRATES THE EARLY INTEREST OF THE C.R.F.P. UNION IN FISH CONSERVATION. THE COMMERCIAL FISHERMEN HAVE CONTINUALLY CO-OPERATED WITH THE STATE FISHERIES DEPARTMENTS WORKING TOGETHER WITH THE UNITED STATES FISH AND WILDLIFE SERVICE IN MANAGING THE RESOURCE.

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FROM THE C.R.F.P. UNION RECORDS OF 1891 . . .

August 21, 1891

Professor D. S. Jordan
Leland Stanford Junior University
Palo Alto, California

Dear Sir:

Your kind answer to my letter as been duly received, and for which I tender the sincere thanks of our organization. I shall be on the look out for any rare species of fish etc. that may be taken around our neighborhood and which I will preserve and send to you, and will be happy at any time to fulfill any orders that you may send.

Yours truly,
Alex Sutton, Secy.
for C.R.F.P. Union

Columbia River Fishermen's Protective Union

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Above is an ad that was placed in the Astoria sesquicentennial edition of *The Daily Astorian*, August 15, 1961, by the Columbia River Fishermen's Protective Union, highlighting Union activities from 1891.

Joint Columbia River Management Staff

REPORT CONCERNING COMMERCIAL SEASONS FOR SPRING CHINOOK

Oregon Department of Fish & Wildlife; Washington Department of Fish & Wildlife, 2004

STOCKS CONSIDERED

Spring Chinook

Spring chinook entering the lower Columbia River from mid-February to mid-March are predominantly large, 5-year old fish destined for lower river tributaries. Age 5 chinook are dominant throughout March and reach peak abundance in the lower Columbia River by late March. Smaller 4-year old fish enter in increasing numbers after mid-March, reaching peak abundance during April. Upriver spring chinook destined for above Bonneville Dam begin entering the Columbia River in substantial numbers after mid-March and generally peak in the lower Columbia River near mid-April.

Results of genetic stock identification (GSI), visual stock identification (VSI), and recovery of coded-wire tags (CWTs) indicate that spring chinook destined for the

Willamette River typically comprise the majority of the chinook caught during past winter commercial seasons and March Columbia River sport fisheries. Willamette fish predominate because they exhibit a broader migration pattern and contain a greater proportion of early-entering 5-year old fish than other spring chinook runs. The remaining spring chinook landed were destined for the upper Columbia River and other lower river tributaries such as the Cowlitz, Kalama, Lewis, and Sandy rivers, plus Select Area sites of Youngs Bay, Tongue Point, Blind Slough, and most recently Deep River (Table 1). Early April sport fisheries and spring commercial seasons include increasing numbers of upriver stock spring chinook and 4-year old spring chinook fish destined for lower river tributaries while catches during late

April seasons are predominately 4-year old spring chinook destined for the Willamette River.

Willamette River Spring Chinook

Although Willamette fish predominate in the winter gillnet season catch, the bulk of the run actually enters the lower Columbia River after the season closes. The run passes through the lower Columbia River from February through May with peak abundance during mid-March to mid April. Migration through the lower Willamette River varies with water conditions but typically occurs from mid-March through April. Passage through the Willamette Falls fishway occurs from mid-April to mid-June with peak passage in May.

Historically, wild spring chinook spawned in nearly all east side tributaries above Willamette Falls. During 1952-1968, dams were

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completed by the U.S. Army Corps of Engineers (USACE) on all the major east side tributaries above Willamette Falls, blocking over 400 stream miles of rearing area for wild spring chinook. Some residual spawning areas remain, including about two thirds of the McKenzie River and about one-quarter of the North Santiam River; however, these areas are affected by upstream dams through alteration of flows and temperature. Additionally, the majority of the Clackamas River basin remains accessible although the 3-dam complex (River Miles 23-31) has impacted migration and rearing conditions in the mainstem Clackamas River. Recent estimates place the percentage of wild fish in current Willamette spring chinook runs at about 10-12%, with the majority destined for the McKenzie River. Passage over Leaburg Dam on the McKenzie River and North Fork Darn on the Clackamas River plus redd counts in the North Santiam River are currently used to index the status of wild spring chinook populations in the Willamette River Basin. The National Marine Fisheries Service (NMFS) combined spring chinook destined for the Willamette River above Willamette Falls and the Clackamas River into a single Evolutionarily Significant Unit (ESU) and listed the wild component as a threatened species under the ESA effective May 24, 1999.

Accurate run size estimates prior to 1946 are not available. During 1946-1989, it was generally believed that the 1953 run was the largest on record, at 125,000 fish. The 1953 run

was predominantly wild. A new record run size was established in 1990, with a run of 130,600 fish. The 1990 run was comprised of primarily hatchery produced spring chinook.

Current runs are predominately hatchery produced with four large hatcheries above Willamette Falls producing up to 4.4 million smolts each year, plus additional fingerlings to seed reservoir and stream areas. About three-quarters of this hatchery production is funded by USACE as mitigation for the lost production areas. Below Willamette Falls, hatchery releases in the Clackamas River total about 1.0 million smolts annually.

2004 Forecast

The ODFW staff is projecting a return of 109,400 Willamette spring chinook to the Columbia River mouth in 2004. Age specific returns are expected to total 1 900 3-year Olds, 64,900 4-year Olds, 41,200 5-year Olds, and 1,500 6-year Olds. The 2004 forecast includes adjustments for expected ocean harvest in Canadian and Southeast Alaskan fisheries. The 2004 forecast is similar to the 2003 preseason forecast of 109,800, but is less than the 2003 actual return of 126,600.

The 2004 preseason forecast is comprised of 59% 4-year old fish, unlike the 2003 actual return which was nearly 62% 5-year Olds. The 2004 return of 109,400 fish is expected to include about 13,100 wild fish (12% of total return) which would be slightly less than the preliminary estimate of 15,200 wild fish which returned in 2003.

Washington Lower River Spring Chinook

Spring chinook returning to the Washington tributaries of the lower Columbia River are destined for the Cowlitz, Kalama, and Lewis rivers. The Cowlitz, Kalama, and Lewis River runs are genetically similar and are essentially supported by hatchery production. These fish migrate earlier than upriver stocks with the majority of the run passing through the lower Columbia River from mid-March to mid-May. The NMFS combined spring and fall chinook destined for Columbia River tributaries below the mouth of the Klickitat River (excluding the Willamette River Basin spring chinook) to form a single ESU that was listed as threatened under the ESA effective May 24, 1999. This ESU includes wild spring chinook destined for the Sandy River in Oregon and the Cowlitz, Kalama, and Lewis rivers in Washington. Beginning in 2002, spring chinook sport fisheries in the Cowlitz, Kalama, and Lewis rivers were managed using selective fishery regulations that required the release of all nonadipose fin-clipped spring chinook.

Select Area Spring Chinook

The spring chinook program in Select Areas began modestly in 1989 with the Clatsop County Economic Development Council (CEDC) conducting releases of primarily sub-yearling (age-0+) juveniles from net pens in Youngs Bay and the South Fork Klaskanine Hatchery through 1992. No fish were released in 1993 to accommodate a change in rearing strategies from sub-yearling (0+) to yearling (1+) life history patterns starting in 1994. Beginning in 1995 the Bonneville Power Administration (BPA) funded the Select Areas Fisheries Evaluation (SAFE) Program which allowed for expansion of the SAFE spring chinook program. Currently, adult spring chinook returning to Select Areas originate from transferred hatchery stocks that are acclimated in net pens located in Youngs Bay and Blind Slough in Oregon plus Deep River in Washington. Spring chinook releases in Oregon Select Areas are Willamette stock while the

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Washington site utilizes Cowlitz and/or Lewis stocks. Juvenile spring chinook are reared to smolt size in hatcheries supported by the BPA-funded SAFE Project: Gnat Creek Hatchery in Oregon and Grays River Hatchery in Washington. Prior to release, smolts are acclimated for two to four weeks in net pens located in SAFE sites that have good water quality for rearing fish and are conducive for developing known-stock terminal fisheries.

Prior to 1994 most spring chinook released from the SAFE Project were sub-yearling fish with only 54,300 smolts released in 1990 and 32,000 smolts released in 1992. Since 1994 only spring chinook smolts have been reared in Youngs Bay with releases averaging 386,000 fish annually. Releases of smolts into Tongue Point and Blind Slough began in 1996. Since 1996 smolt releases into Blind Slough have ranged between 171,200 and 426,300 smolts annually, with an average annual release of 254,000 fish. During 1996-2000 releases into Tongue Point ranged between

224,300 and 301,800 smolts annually; however, excessive straying resulted in termination of full scale releases in, 2000. To resolve this issue, a new rearing site is currently being developed at the MERTS dock approximately 1.2 miles upstream (east) of the present site. In 2003, the first of three experimental groups of 35,000 spring chinook treated with a chemo attractant (morpholine) was released from this site along with a non-treated group of 25,000 smolts released approximately 3.0 miles up the John Day River. The actual combined release in 2003 from these two sites was 57,800 smolts. Consequently, full-fleet winter or spring commercial fisheries are not anticipated at the Tongue Point site until 2007 or later. Releases into Deep River began in 1998 and have ranged from 39,700-159,600 annually except in 2000 when no spring chinook were released. Spring chinook releases in all Select Areas combined have ranged between 892,800 and 1,077,700 smolts

annually since 1996. Spring chinook releases are expected to increase in future years because coho production at CEDC's South Fork Hatchery was converted to spring chinook in 2003. Spring chinook releases from CEDC's South Fork Hatchery will be initiated in 2004 with a total release of approximately 650,000 smolts. Beginning with the 2001 releases (1999 brood year) all spring chinook hatchery production in SAFE areas have been mass marked with an adipose fin clip.

2004 Forecast

Smolts released in 2002 and 2001 will return as age-4 and age-5 adults in 2004. Based on a total release of 1.8 million smolts, survival rates of 1999-1999 brood years for each site, and average non-target harvest rates, the expected SAFE harvest in 2004 is for 7,200-8,200 adult chinook of which 4,100-4,500 will be destined for Youngs Bay, 2,400-2,900 for Blind Slough, and 700-800 for Deep River. No adults are expected to return to the Tongue Point site in

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2004 since production level releases of spring chinook were discontinued at this site in 2000. A return of 7,200-8,200 chinook to Select Areas would be less than the 2000-2003 average annual harvest of 8,800 fish.

Upriver Spring Chinook

Upriver spring chinook begin entering the Columbia River in late February and early March and reach peak abundance in the lower river (below Bonneville Dam) during April and early May. All chinook passing Bonneville Dam from March through May are counted as upriver spring chinook. The upriver run size is the sum of the Bonneville Dam count and the number of fish of upriver origin landed in lower river fisheries (kept catch plus release mortalities) during February through May.

The upriver spring chinook run is comprised of stocks from three geographically separate production areas: 1) the Columbia River system above the mouth of the Snake River, 2) the Snake River system, and 3) Columbia River tributaries between Bonneville Dam and the Snake River. In each of these areas, production is now a mix of hatchery and wild/natural fish.

Although no estimates of hatchery contribution to upriver runs are available prior to 1977, it can be assumed those runs were predominantly wild. Hatchery production in the 1960s and early 1970s was very limited in comparison to current production. Since the 1970s, spring chinook hatchery production in the upriver system has expanded to the point that in recent years about two-thirds of the run is hatchery produced. Beginning in 2002, the majority of the hatchery production returning to the Columbia River was mass marked with an adipose fin clip. With considerable numbers of hatchery eggs, fry, smolts, and adults being outplanted in recent years, it is likely that some of the current natural production is also an indirect hatchery product. Under the ESA, the NMFS listed Snake River wild spring/summer chinook as threatened in May 1992 and upper Columbia wild spring chinook as endangered effective May 24, 1999. The expired CRFMP

included interim management goals of 115,000 adult spring chinook passing Bonneville Dam and 35,000 passing Lower Granite Dam, of which 25,000 should be wild/natural fish.

In general, runs were extremely poor in 1979-1984 (49,000-71,000 fish) with a low point in 1984. The returns in 1985-1993 (60,000-121,000 fish) were somewhat improved, with a high point in 1986. The 1994 and, 1995 runs were the lowest on record at 21,100 and 10,200, respectively. The 1996 run of 51,500 and the 1997 run of 114,100 showed an improvement after the 2-year low; however, the 1998 and 1999 returns, which were primarily offspring of the record low returns in 1994 and 1995, were near record lows at 38,400 and 38,700, respectively. The 2000 return of 178,600 showed a dramatic improvement which continued in 2001 and 2002 and the 2001 return of 416,500 fish was the largest return on record (since 1938), and the 2002 return of 295,100 as the second largest return on record.

2004 Forecast

The 2004 forecast is for another very strong return of 360,700 adult upriver spring chinook to the Columbia River which is projected to include 339,200 4-year olds and 21,500 5-year olds. This would be the second largest return on record since 1938.

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STATE CALLS DAMS POLLUTION THREAT TO RIVERS

The Washington State Department of Ecology has cited the United States Army Corps of Engineers for more than 33 oil spills at 9 dams on the Columbia and Snake Rivers over the past 5 years.

The notice of violation faults the Corps for insufficient training and equipment for dealing with spills. The largest spill was 2000 gallons of transformer oil at The Dalles in January. If the Corps has a spill tomorrow, they don't have the training or the equipment to respond effectively.

After the January spill independent investigators said poorly maintained equipment, lax inspections, and faulty planning by the Corps was to blame. They indicated, also that the Corps initial underestimates of the size of the spills "delayed and hindered" efforts of containment.

Judge questions plan to safeguard salmon.

A federal judge in Portland on Thursday voiced strong doubts about the government's latest efforts to

protect threatened salmon from harm caused by hydroelectric dams in the Columbia and Snake rivers, but he gave the Bush administration six more months to solve its legal problem.

U.S. District Judge James Redden expressed alarm about the lack of money secured for habitat restoration and other measures to make up for salmon killed or injured by dams. The judge said he was concerned that the extra time he granted "will be essentially futile because adequate funding is not in place and will not likely be secured in the near future."

The judge in May 2003 rejected the federal government's blueprint for salmon recovery. Ruling in favor of several conservation groups, Redden said the government's attempt to use habitat restoration and other steps to compensate for the harm caused by dams fell short of standards required by the Endangered Species Act.

The judge originally gave the Bush administration until June 2 to reshape

the plan. On Thursday he granted an extension until Nov. 30 but required a draft to be released by the end of August.

Redden also questioned the way the Bush administration has responded to his original order. Redden said government officials appear to have proposed a new strategy for deciding whether dams jeopardize listed salmon and steelhead, rather than fixing aspects of the salmon plan the court found to be lacking.

Earthjustice attorney Todd True, who led the case against the government, welcomed the judge's opinion.

"It's sort of stating the obvious," True said. "You can write all the plans you want, but if you don't have the money to implement them, it doesn't do much good."

The court set a June 4 meeting to get an update from attorneys for the government and conservation groups.



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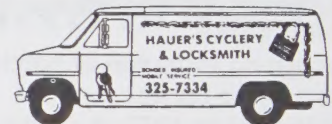
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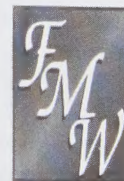
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Judge increases Exxon punitive damages sum-\$4.5 billion award likely to be challenged

The stage was set for more legal wrangling when trial Judge H. Russel Holland recently set the award for punitive damages in the Exxon Valdez case at \$4.5 billion.

In 2001, the 9th U.S. Circuit court of Appeals ruled the original figure of \$5 billion was excessive and sent the case back to Holland for review. Holland reduced the amount to \$4 billion in 2002.

Exxon attorneys then took the case back to the circuit court, which again deemed, the amount excessive. The circuit court ruled that the amount of punitive damages should not exceed the compensatory damages by a ratio exceeding 10 to 1. It again sent the case back to Holland.

Most recently, the case again left Holland's court, but with a slightly higher value. Holland's prescribed \$4.5 billion, owed to more than 30,000 fishermen, Natives and property owners, was reduced from the trial jury's original \$5 billion. In Holland's calculations, the ratio, for the \$4.5 billion award comes in around 9 to 1.

There's also the issue of accrued interest. Another part of the verdict started the clock ticking back at the close of the Exxon trial in 1994. In the 10 years of alternating between the courts, the total bill for the spill theoretically comes in at 6.75 billion.

Lawyers for Exxon Mobil's defense say the Holland ruling flies in the face of what the appeals court has ordered. They planned to take the case back to the appeals court for the third time since 1994.

Also

A federal judge in Anchorage ordered ExxonMobil Corp to pay \$6.75 billion in punitive damages and interest to thousands of fishermen and others affected by the 1989 Exxon Valdez oil spill.

In ruling, U.S. District judge Russel Holland ordered ExxonMobil to pay \$4.5 billion in punitive damages and about \$2.25 billion in interest.

The money, is to go to 32,000 fishermen, Alaska Natives, landowners, small-businessmen and municipalities affected by the nearly 11 million gallon spill in Prince William Sound.

An ExxonMobil official said the Irving, Texas-based company plans to appeal the 81-page ruling, the latest of several issued by Holland.

The high court held that the ratio of punitive to actual damages should not exceed single digits, or 9-to-1.

Exxon attorneys argued that injury to plaintiffs was only economic and damages should be based on a lower ratio, such as 1-to-1 or less. That would produce punitive damages of about \$25 million. Exxon has paid \$3.2 billion on cleanup, settlements and other fees and penalties, attorneys said.

But lawyers for the plaintiffs argued that the key issue is conduct, and that Exxon's was among the worst. They said Exxon knew that tanker Capt. Joe Hazelwood had a drinking problem but still allowed him to take charge of the Exxon Valdez.

They calculated actual damages at more than \$500 million and punitive damages at roughly \$5 billion based on a 9-1 ratio.

The spill occurred March 24, 1989, less than three hours after the 987 foot ship left the Alyeska Pipeline terminal in Valdez.

Channel deepening gets support but no cash

Channel deepening received no cash in President Bush's latest budget, but it garnered a promise from the White House for support in 2005.

The project, however, isn't guaranteed to proceed because further lawsuits are looming from environmental groups and others worried about contamination from stirred-up sediments and dredge spoil disposal locations. Six sponsoring ports, Portland, St. Helens, Longview, Vancouver, Kalama and Woodland, Wash., are backing the project. If approved, it would deepen the channel from Astoria to Portland from 40 to 43 feet.

Opponents of the deepening plan were relieved to learn the \$136 million project had received no new funds.

"This is really good news," said Peter Huhtala, director of the Columbia Deepening Opposition Group in Astoria. "Rather than starting from somewhere, the project's supporters are starting from nowhere. They



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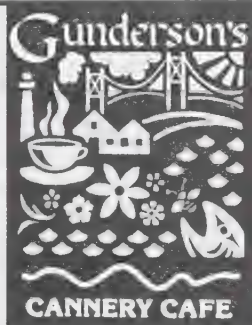
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have an uphill battle."

The president's Office of Management and Budget is scheduled to conduct a review of the project this spring, according to the Corps. After the review, the administration may request more funding, but the project will have to compete with all other federal spending priorities.

But without any new money, no actual dredging can proceed, according to Matt Rabe, a spokesman for the Corps in Portland.



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Local partners with CEDC to sustain fishing fleet

Photo and article courtesy of the North Coast Citizen, Manzanita, Oregon

'Passion remains, but it's a lot more work'

Tim Vonseggern is a part-time commercial salmon gillnetter.

The Nehalem resident works a 24-hour shift every 48 hours as a Portland Fire Department firefighter and paramedic. In between, he manages to take his boat, the 28-foot Camy M., from its home port in Astoria out to sea. "You make a little bit of money," said Vonseggern, of commercial salmon fishing these days. "But you can't make a living at it anymore. It's a dying industry."

Vonseggern would know. Although he is originally from Nehalem, he spent a number of his formative years living in Astoria, where his father was a commercial fisherman. "Fishing's been my passion since I was a kid," he said.

Today, Vonseggern takes his family with him when he heads out to fish. "My dad, my wife and the kids are my crew," he said. "It's kind of a family affair."

Vonseggern is on hiatus this month, having fished for coho this fall, and waiting until February before spring chinook are ready for harvest.

"The money's in the spring chinook,"

he said. "It's kind of the king of fish. It's what everybody wants." While he netted 70 cents a pound for the coho he caught last fall, he expects to receive \$5 or \$6 a pound for spring chinook at the dock this year.

When prices are up, Vonseggern sells his catch to the cannery directly from the dock, in Astoria. "It's a lot easier to just unload your fish at the cannery and go home," he said.

However, when prices take a dip, he takes matters into his own hands. "I fill up the pick-up with ice and haul the fish to Portland." From there, he sells the fish to restaurants and people he knows. "But that's a whole lot of work."

Although he is looking forward to the spring chinook season, Vonseggern remembers when the species was off-limits. "Three years ago we learned spring chinook was endangered in the Columbia River," he said. "That pretty much closed us out of business."

However, a partnership between the Clatsop County Economic Development Council and area salmon fishermen re-

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sulted in "a way to sustain the fleet," said Vonseggern. "We had to change the way we fish."

CEDC created a highly successful salmon-rearing program, using net pens in Young's Bay and at Tongue Point, according to Vonseggern. The pen-raised salmon are eventually released to swim to the ocean, where they are caught by local fishermen. The program breathed new life into the fleet, he said. "The fishing's actually been pretty good since then."

In return for the leg-up, "A portion of what I earn from my catch goes to pay CEDC."

Despite that fortunate turn, local gillnetters worry about a relatively new threat to Pacific salmon stocks. ... Atlantic salmon. "They're a whole different species," said Vonseggern.

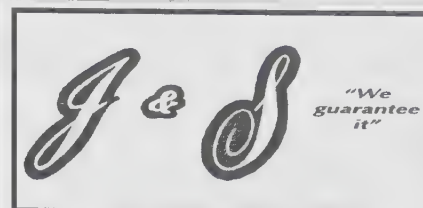
In recent years, Atlantic salmon have become more popular with growers. "They're easy to raise, and they grow fast," he noted.

The danger is in the Atlantic salmon's tendency to escape its pen and swim among Pacific salmon. "The more aggressive Atlantic fish then competes with Pacific salmon for food," said Vonseggern. "Most people don't realize what they can do to our wild salmon."

By Leeann Neal
The Citizen



Tim Vonseggern with a big catch



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Salmon plan adds artificial twist to species protection

A proposal to count hatchery fish has critics worried about a wider shift in the arithmetic of survival.

In the effort to rebuild the Northwest's iconic salmon runs, the Bush administration has outlined a plan in which artificially produced fish, turned out by the hundreds of millions each year, could help decide whether salmon require continued federal protection.

This is a tectonic shift in the nation's approach to preventing wildlife from going extinct - and may have broad implications for the future of the Endangered Species Act.

The proposal specifically addresses only Pacific salmon. But in making it, the Bush administration raises wider questions about standards for other endangered species. If hatchery fish can count toward reducing extinction risk, what about zoo populations? What combination of genes and rearing does it take to make an artificially produced animal the same as its wild kin? What, finally, does it mean to be wild or natural.

Under the Endangered Species Act, the federal government weighs extinction risk based on whether a species can survive in its natural environment. But federal officials have been quick to say

critics are reading too much into the one-page outline of the new policy, which was leaked to reporters. The full proposal won't be released until at least the end of May.

"I would encourage people to wait until the policy comes out before speculating further," said Bob Lohn, regional administrator of the fisheries service of the National Oceanic and Atmospheric Administration. The White House complies, deferring all comment to Lohn.

Explaining the policy, Lohn said: "Properly run, hatcheries can become a kind of extension of natural habitat." But in a follow-up interview, he said nothing in the draft policy diminishes the importance of protecting and restoring river and stream habitat for naturally spawning salmon. Moreover, he said, large numbers of hatchery fish in no way guarantee the safety of a salmon run.

"I would expect the final policy to make those points even more clearly," he said.

Listing changes called unlikely, Lohn declined to say whether any salmon stocks would lose federal protection while still dependent on hatchery production. But Lohn told agency scientists and staff in an internal memo last week that

"most, if not all, of the listings were not likely to be changed by application of the draft hatchery policy." That opinion, according to the memo, is based on trial applications of the new policy at an April workshop that included scientists from the U.S. Fish and Wildlife Service.

A spokeswoman for the White House Council on Environmental Quality this week said the Bush administration would give the fisheries service time to finish writing the policy before commenting.

Lohn emphasized that a federal judge ordered his agency to revise its hatchery policy. In 2001, U.S. District Judge Michael Hogan of Eugene said the agency erred when it excluded several hatchery stocks from federal protections given to the wild population of Oregon coast coho salmon.

With that ruling in force, there is no way for the government to avoid considering hatchery salmon, said Daniel Diggs, assistant regional director for the U.S. Fish and Wildlife Service. The service is responsible for most endangered species other than salmon and is providing technical advice to NOAA on the new hatchery policy.

"The big remaining question," Diggs said, "is what is the right balance between hatchery and wild fish?"



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Becoming the first person from Astoria to do so, Jon Englund has joined Portland Attorney Ken Klarquist and OSU Fisheries Professor Dan Edge, as new member on the Oregon Department of Fish & Wildlife 7 member commission.

It is unique that a town like Astoria and a County like Clatsop, with such a wide, varied, & historic position in the Pacific Ocean and Columbia River Fisheries has not had a member on the ODF&W until now. Owner of Englund Marine Supply, headquartered in Astoria but with stores located along the coast, he has a varied background with a vast knowledge of Commercial and Recreational Fishing.

With major support from NW Oregon Senator Joan Dukes, Englund as well as the other two appointees, received strong confirmation by the Oregon Senate.



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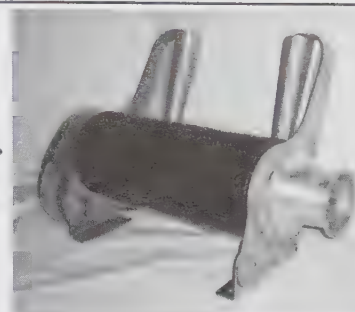
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The *Pipe Dream II* is Richard Pomeroy's old Bow Picker, shown here recently, being moved into Floyd Holcom's boat garage in the former Bumble Bee Cold Storage building in East Astoria. Floyd (left) and Richard (right) are shaking hands at the stern of the historic craft.

The Gillnet Boat belonged

originally to Albert Keranen, former treasurer for many years of the CRFPU Fishermen's Union. Many native Astorians will remember Al at the long time CRFPU office on 10th street and on the river gillnetting. Richard has donated the boat, with trailer under it, to the Astoria Regatta who plan to clean it up and use it in the Regatta Parade this summer.

Besides the boat storage area in his newly named Pier 39 business, Floyd has 7 office spaces and is working on 3 fishermen suites and is planning for an eating establishment in the future.

Richard is busy operating his Jet Tour Boat, the *Chief Cobbaway*. His Columbia River Tours business operates out of the West End Mooring Basin.



A Family Vignette

August Hanhi and his brother, Sakre Hanhi raised their families in the Rosburg, WA area on clean, well-kept farm homes along the banks of the mid-Grays River. They are remembered as the only families producing their own electricity before electric power was generally available in the area. Air-cooled, 1 cylinder motors with banks of batteries were located in the basements of their homes, which produced and stored the power.

In addition to farming, they were loggers and fishermen. August Hanhi's two sons, Charlie and Arne, gillnetted the lower Columbia, on the "Sawmill Bank" drift (located in a narrow channel between Frankfort and Knappton Mill area) during the 1920s and 30s. They had a new double ended gillnet boat with a stern cabin, built in Astoria, powered by a 2 cylinder, Palmer engine, very high-powered at that time, which nearly caused the boat's stern to swamp as the powerful engine lifted the bow out of water. Most boats at that time had only 1 cylinder Hicks engines.

August also gillnetted earlier, but in later years, he worked on nets and tended to the dairy farming. Every day, he and his daughters hauled their full milk cans to the Lower Columbia Dairy Assn. creamery in Grays River with their own truck, since the creamery route truck could not descend the Hanhi's steep driveway to the riverfront farm. August died in 1952 and is buried in the Seal River cemetery (near Rosburg, WA) along with his wife, Anna, and sons Arne and Charlie, all of whom had died earlier. Earlier, the Sakre Hanhi family had moved from Rosburg to "Marshland", located near Clatskanie, OR, where they operated a mint farm.

(Information provided to the Columbia River Gillnetter by Harvey L. Larson, who grew up on his family's small dairy farm in Rosburg on the Grays River, downstream of the Hanhi farms. Harvey is the father of Clair Larson Stephan).

CRFPU WEB RECYCLE PROGRAM



Randy Evans and Jerry Westerholm observe the accumulation of old nylon web in totes and plastic bags in front of the Fishermen's Union office at the West End Mooring Basin. Shortly after this picture was taken it was loaded on to a trailer provided by Clatsop Distributing Company and later trucked to Skagit Steel and Recycle in Burlington, Washington thanks to the help of Jerry Ferguson and his truck.

We will continue to collect your old nylon web and cut off the lines in the future. Drop off your recycleables at the West End Mooring Basin.

BPA Spill Reduction Plan Will Hurt Salmon

The Bonneville Power Administration is about to individually strike another "blow" to Salmon populations in the Columbia River with a plan to cut spill over some of the dams during July & August. This will be at the height of the Salmon Fingerling downstream migration pattern and most certainly will kill thousands, including many Endangered Species Stock.

While Hydro-Power is important at the present time, most NW Citizens have indicated that they would be willing to pay a few more cents for it if that action would help save Salmon in the future. The old statement that "Salmon will get along OK" is not good enough. We must make a stronger effort to find and use new power sources in coming years and give them the water rights that they need to survive.

This proposed action again demonstrates the Federal Government Discrimination against Salmon in favor of more power production on the Columbia River. Our system has serious weaknesses when it allows one group or Industry to "stretch" the law in a drastic way and yet cracks down on other, less influential, citizen groups with extreme and severe action.

There is no question that the Columbia River "was" the greatest Salmon stream in the history of the world. We propose that instead of looking for more ways to promote an Increase in Hydro-Power production, with alternatives for fish, that we instead look for ways to keep the river open and more natural for Salmon and the environment, and make new power decisions in other areas. If we can equitably move in this direction perhaps it is not too late.



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REMEMBERING NORTHSHORE

By Bill Gunderson

Editor's note: this is the first installment of a 3 part story about "Northshore" and about the Gunderson family. Bill Gunderson tells the story as he lived it and as he remembers being told by his father and grandfather. Bill is part of a four generation gillnetting family which is made up of his grandfather, father, himself, his son and two daughters...

A number of years ago, I took a friend from Portland to lunch in a restaurant that had a view of the Columbia River. It was her first visit to Astoria. She asked, "Where does that bridge go to?" I answered, "Northshore." She looked at me curiously. I answered again, "Washington." At the time, I thought her question was unusual.

Most people I know still refer to that part of Washington where the bridge connects the two states as "Northshore." The Astoria-Megler Bridge was dedicated on August 27, 1966, nearly 38 years ago. I suppose that old habits take a long time to change. However, in these parts, most of us still refer to the other side of the River as Northshore. Every small community has its provincial references; this is one of the most long-standing in our area.

So, how did the name come to apply? I guess the most logical explanation is that the communities on both sides of the River were linked together by a common



Author Bill Gunderson points out the Bay, Valley and Ridge where his grandfather Ole's homestead was located. In this 2004 view, the house was located in the right-center of the picture, near where the stream enters the Bay. The Kinney Co. (later CRPA) used to stand on pilings just outside of this photo to the right.

involvement, either directly or indirectly, with the fishing industry. Much of the community conversation was about that activity. Geographic locations, consequently, took on the name of the activity done there and its relationship to fishing. The Washington side of the River became known as Northshore.

There were other significant places along the north Washington shore as well; Knappton, the Megler Ferry Landing and the Quarantine Station, to name a few. But, the

name Northshore carried the most significance and was used more than other references to designate the north side of the River. Eventually, it became synonymous with the entire area. Perhaps it was also the preferred term because the Kinney Company built a cannery in the area and named it Northshore Station.

Today, when you travel by auto on the Bridge from Astoria and come to the Washington side, you will be greeted by directional signs that tell you if you turn left, you will be

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heading north and if you turn right, you will also be heading north. Since the Columbia River runs east and west, I have no doubt that if Lewis and Clark were visiting our area for the first time, they would be thoroughly confused upon seeing those signs.

Northshore began as the location of a Cannery to purchase and can Columbia River salmon and sturgeon. Northshore Station was built as one of many by the Kinney Company. It was located behind a rocky point that provided protection from the prevailing storm winds, which in our area come from the Southeast and Southwest. The point curved along the land and provided a safe, natural, quiet harbor.

Fishermen who fished in specific areas of the River or had an unusual character also were known to take on special, distinctive names, such as Skamokawa Pete, Sailor Bill, Hash house Gus and Bluestone Bill.

The Cannery and all of its support buildings were constructed on wooden pilings. They consisted of warehouses for canned and salted fish storage, boats and net storage. A receiving station and bunkhouses for fisherman and cannery employees completed the complex. There were long spans of open-planked docks for individual fishermen to rack their nets to dry and mend. Each fisherman had his own mooring and rack on these docks, which was a real status symbol.

The Cannery fish supply was provided by men who fished in small wooden sailboats, powered by wind and human energy. With oars and sails, they caught the salmon in gillnets that drifted in the strong currents of the Columbia River.

Gillnets, in the early years, were handcrafted by a process called knitting and hanging-all done by hand. The web of the net was knitted from balls of flax (linen). The lines on which they were hung were constructed of cotton.

The corks that held the nets vertical in the water were made of cedar or fir. The other side of the net was hung on cotton lines with lead

years, this knitting was done by machine and the whole process revolutionized after WWII with the development of nylon and plastics for lines, web, and cork.

The Cannery also owned a number of fish traps that were set below the Cannery. Fish traps are just what the words imply. They were comprised of a series of wooden pilings running at a 90 degree angle to the shore and River's current. The piles were driven into the river bottom on which to secure a small mesh, heavy ply web. The piling extended from the shoreline out into deeper water.

The length of this line of piles was variable, with some running a long way out from the shore and others only a short distance. Both had web attached, which was designed to obstruct the fish's

migration. The fish would follow this obstruction to find a way around it. This came to be known as a "lead." At the end of the lead was a pot or an actual trap, designed so that fish could enter but not leave. If a pot was used, it would be one of a variety of designs based upon the arrangement of the pilings lined with web and the lead. It also could have a large net inside the pot, which could be lifted out with fish inside and emptied into scows or fish tenders for delivery to the Cannery.

I am not certain but I believe these traps were the larger source of the salmon catch for the Cannery. The time allowed to catch fish was not like today. I am told it was almost year round.

My Norwegian grandfather, Ole Gunderson, after arriving in New York, spent some time in Minnesota (where else!), then moved to Portland, where he had a home along the Willamette River, which is

now a city block north of the Burnside Bridge. He then traveled to Astoria in the 1890s, where he took up commercial salmon fishing before



Ole and Rosa Gunderson at their new Northshore home in the early 1900's

weights pounded on at intervals to hold the web down. The final result was a vertical web into which fish, such as salmon or sturgeon could be caught. The nets were constructed from a very old design principal but



*The Gunderson children at the single room Northshore school around 1910
Left to right: Bill, Art, Daphne and Gerhart*

required new conformation and ingenuity to adapt to the demands of the Columbia River fishery. In later

continuing on his way to the Klondike and the Alaska Gold Rush.

Upon his return to Seattle from Nome, Alaska, my grandfather decided to return to Astoria, where he again took up commercial fishing as a Columbia River gillnetter, soon fishing out of Northshore. He eventually filed a claim on 160 acres of land behind the Northshore Cannery. There, he met his future wife, Rosa, my grandmother. She worked in the Cannery laundry. Rosa had migrated from Finland to the Naselle area, where she had relatives and friends. Grandpa Ole couldn't speak Finnish and Grandma Rosa couldn't speak Norwegian, but, as my Aunt said, "They got along just fine!"

Ole and Rosa were married in Erickson's Saloon in Portland. Erickson was one of Grandpa Ole's gold claim and mining partners in the Klondike. Mr. Erickson's Saloon was one city block in size, and is now an important feature in the Old Town of Portland and the Oregon Historical Society.

The newly-married couple returned to Astoria after they were married. They purchased a home next to the Adair School in Uppertown and began to build a home and farm on the Northshore property and to raise their family.
End of part one, continues next issue.

MYSTERY PHOTOS



Does anybody recognize this mystery boat? It was found in a dark corner of the old Bumble Bee Shipyard before it was torn down. When was it built? Who owned it? What was its purpose?

Evidently the same boat is tied up to Willie Haglunds Net Rack at Tongue Point in this (lower left) other picture, taken about 1940...



Can you identify the young fellows in this picture? Where and when was it taken and whose new boat in the shed?

Anybody with information on any of these photos please contact the Editors of the Gillnetter.



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CEDC On The Move

From the CEDC Fisheries with Tod Jones

After years at Tongue Point, the CEDC Fisheries Project is moving its net pens from Pier 8 further into Cathlamet Bay. The new site is out of rough waters of winter storms and easterly winds and offers better biological factors for the fish, CEDC Fisheries Manager Tod Jones said.

The new site is adjacent and south



Egg cold storage facility

of the U.S. Army Corps of Engineers dock near the Marine Environmental Research and Training Station, better known as MERTS.

The move, which will be done during March, culminates two years of planning and acquisition of a permit from the Corps and submerged lands lease from the State of Oregon. The Port of Astoria donated the pilings for the new pens, and the Bonneville Power Administration paid for the piledriving, recently completed by Bergerson Construction. The 21 pilings on 50-foot centers create a neat 1,000-foot-long line running parallel to the beach. The water is deep enough for the pens even at low tide.

The new site in Cathlamet Bay will allow for the fish to better imprint on local fresh water sources. The CEDC Fisheries crew is now releasing spring Chinook at the MERTS site in an effort to prevent straying. A small amount of Morpholine is added to the water during the final weeks before the smolt are released to improve the homing instinct in the returning adult fish.

"Cathlamet Bay has much greater potential as a harvest area than other select area sites," Jones said.

"At low water, it still has nearly 500 acres of deep water, so many more boats can fish at one time than in Youngs Bay or Blind Slough."

Cathlamet Bay is open to both Washington and Oregon fishermen, which is desirable to the Bonneville Power Administration, which funds nearly 60 percent of the project's cost. Fish released in Cathlamet bay are funded by the State of Oregon, the federal government through Mitchell Act funds, and BPA.

The move from Tongue Point was inevitable because of an ongoing dispute between federal and state agencies over ownership of the upland properties, Jones said. "Without that being resolved, there is no way to get a long-term lease from the State of Oregon for the submerged lands under the pens."

CEDC will be able to continue releases of coho and, depending on positive test results, a considerable increase in spring Chinook releases could be ahead, Jones said. The 1,000-foot row of piling will hold 80 net pens, tied up two rows of 40 pens, and accommodate up to 2 million smolts.

"Hopefully there will be additional acclimation coho that can be trucked to the site once the springers are released, so the pens can be used a second time each spring for short-term acclimation," Jones said.

Cathlamet Bay has been discussed for years as a potential dredged



New CEDC Fishery Net Pen facility at East Tongue Point (MERTS Maritime dock). Notice the 21 new steel pilings looking East towards Nicolai Mt. with space available for more pens.

disposal site for the Columbia River Channel Deepening Project and maintenance dredging. The corps, in its Record of Decision released in early January, indicated that the Lois-Mott island site in Cathlamet Bay was impractical for "beneficial use as restoration" because of constraints by the State of Oregon. As long as CEDC Fisheries is in the bay and fisherman are using the bay to harvest returning netpen fish, the Corps will not consider the bay for "restoration," Jones said.



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Jones attributed the Corps' change of heart on the Lois-Mott site to efforts by several agencies and individuals. The Clatsop County Board of Commissioners went on record opposing the use of the bay for dredge disposal. The county commissioners and the Clatsop County Economic Development Council backed his proposal to insist on a \$10 million payment by the Corps if the CEDC Fisheries was forced out of the bay. Jones also cited Peter Hutula of the Pacific Marine conservation Council, Oliver Waldman of Salmon for All and the staff at the Columbia River Estuary Study Taskforce as well as the Columbia River Fishermen's Protective Union.

Incubation Innovation

Salmon eggs need lots of water! At least that has been the understanding for many decades. But biologists have known for over a hundred years that salmon eggs can be kept alive during transport from one region to another, even from one continent to another, by keeping them moist and

cool. This concept has intrigued a group of fisheries folks who have been working on restoring runs of salmon in rivers in Alaska. Looking for a way to make incubation portable these innovators looked at incubating eggs in standard hatchery incubators only with just a fine mist sprayed on them. Alaska Resources and Economic Development, a private non-profit organization whose staff has a history in hatchery technology, has been experimenting with this approach now for three years. Tod Jones, Project Manager for CEDC Fisheries and a member of that group, has been replicating experiments that have been going on in Kake, Alaska. They have been using Chum eggs at a private hatchery while Jones has been using Coho eggs from returns to the South Fork Klaskanine hatchery owned by CEDC Fisheries Project. This year the group began a project to train village high school students how to take eggs and sperm from fish they had captured and held in live pens in a stream near town. They were then

trained in fertilization, disinfection and loading the mist incubator. The students monitored the eggs and made sure the system was functioning for six weeks. When the eggs had developed their eyes, they were taken out of the mist incubator and taken to a stream without a Coho run and planted in the gravel. Jones and his colleagues have achieved their goal of making the system portable and will be working with the Astoria High School this fall training the Aquatic Science students how to operate such an incubator. One of the benefits they have discovered is that the eggs do not seem to need to be treated with chemicals to stop fungus from growing. This could have significant benefit for hatcheries that are facing stricter DEQ regulations. Oregon Department of Fish and Wildlife has been assisting in the project by allowing Jones to set up his incubation system in their hatcheries. In 2001 he conducted the first trial at the Klaskanine hatchery and in 2002 and 2003 at the Gnat Creek hatchery where water quality was much better.

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New Artificial Fish Raising Techniques: Underwater Aquaculture-good or bad?

By Rebecca Clarren, The High Country News

**Fish farms take to the high seas
Program moves forward with little
science or oversight**



Submerged net cages, like this one, may be the future of offshore fish farming. Photo Courtesy Ocean Spar Technologies

On the banks of Puget Sound, at Manchester Research Station, federal marine biologist Colin Nash gives a tour of the aquaculture research he is conducting under the auspices of the National Oceanic and Atmospheric Administration's Fisheries Department, or NOAA Fisheries. The tour doesn't take long. Aside from a tank filled with lingcod, sleek coastal fish which Nash and his fellow researchers are trying to breed, there really isn't that much to see.

But this research is buoying up a big dream: NOAA Fisheries is plotting a massive expansion of the U.S. fish-farming industry, a budding business which has already raised concerns among Indian tribes, health advocates and environmentalists. The agency, with strong backing from the Bush administration, wants to open up the 3.4 million square miles of federal waters - an area bigger than the entire continental U.S. - to businesses that would grow thousands of groundfish like lingcod, rockfish and halibut in huge, submerged net cages.

The agency has drafted a bill that would for the first time create a system for permitting aquaculture in federal waters. The goal is to expand the value of American aquaculture from \$1 billion to \$5 billion by 2025. Currently on the desk of top officials within the Department of Commerce, the legislation could be in the hands of lawmakers within the next several months, according to NOAA Fisheries officials.

Nash and other agency staffers see fish farms as a way to alleviate pressure on desperately stressed wild populations. "Aquaculture could absolutely relieve the U.S. fishery and help the ocean," he says.

But the scene here at Manchester is telling: Although NOAA and its research program SeaGrant have numerous pro-

jects related to rearing and engineering ocean aquaculture, the research is still in its early stages. Even Nash acknowledges that the agency isn't studying the cumulative ecological effects of its plans. "The program is still very much an embryo. Very few people are even working offshore," he says. "At this point, it's mostly paperwork."

A growing number of critics say that, in the absence of extensive research, the agency's proposed legislation is premature. With 70 percent of all marine species in a weakened state, they say, now is not the time to take more risks with the deep blue.

The Silver Dollar Seas

The promise of aquaculture shimmers like a net filled with silver dollars. Chile, for example, produces \$1.6 billion in aquaculture annually. The U.S. on the other hand, imports 77 percent of its seafood, creating an annual \$7 billion trade deficit. New farms in the United States, say boosters, could secure American access to fish and offset the economic anemia of rural coastal communities, by creating an estimated 600,000 year-round jobs.

"We look at this as a real economic opportunity," says Linda Chaves, aquaculture coordinator for NOAA Fisheries. "If we are going to continue eating seafood at the rate we are today and if we want to benefit from the economics of this industry, then we are going to have to be involved."

NOAA's research arm, SeaGrant, has paid Ocean Spar Technologies, a Bainbridge Island, Washington-based company, to develop 25-by-15 meter UFO-shaped pens that can hold an estimated 150,000 pounds of fish. So far only used by one Hawaiian company in state waters, the nets are made of bulletproof-vest material, and suspended from huge floating poles called spars.

A bill introduced in Congress last year by David Vitter, R-La., would allow oil companies to avoid the cost of removing marine drilling platforms and to claim tax credits if their structures are used by aquaculture companies to anchor their pens.

Where's the science?

Critics claim that NOAA Fisheries, which is housed in the Commerce Department, is more concerned with economics than ecological protection.

Like salmon farms, which already dot the protected fjords and inlets of British Columbia and Washington state, open-ocean farms will discharge fish feed and fish feces into the ocean. Traditional net pens are vulnerable to tearing and could allow farmed fish to escape, and potentially spread disease and interbreed with wild populations.

"We don't even know what diseases exist in wild populations of rockfish and we don't know all the other important things about how these diseases may spread to other species," says Michael Kent, an Oregon State University fish pathologist. "If we don't do more proactive research, there is the potential that we

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could spread new pathogen's to wild fish."

Although the legislation has not been released to the public, agency officials say it would give NOAA authority to work out the details of environmental protection - a fact that makes critics nervous. On Dec. 23, 2003, a coalition of 13 environmental and fishing groups wrote a letter to NOAA Fisheries, asking the agency to provide an environmental impact statement prior to release of the legislation, as is required under the National Environmental Policy Act.

"We haven't done (an environmental impact statement) at this point," says agency spokeswoman Susan Buchanan. "We think it's premature. We plan to do one in the future."

That's illegal and irresponsible, say critics.

"If Congress and the American people want aquaculture in the (federal waters), but they want it in a careful environmental way, that should be said in a very specific, very permanent way before permits are given," says Ellen Athas, a former ocean policy advisor to President Clinton who now works for the Ocean Conservancy. "We've built a history of sound environmental laws. We shouldn't stop now."

Learn more on the internet at:
<http://www.lib.noaa.gov/docaquahooarprept.htm>

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Willamette Falls at Oregon City with sport fishing hoglines



A prominent three-generation fishing family of Astoria: The Ihanders. Albin "Abbie", Kirk and Jake pictured with their gillnet boat at the West Mooring Bassin. Abbie and Janice's other son Mark is pictured below laying out his net off the reel.



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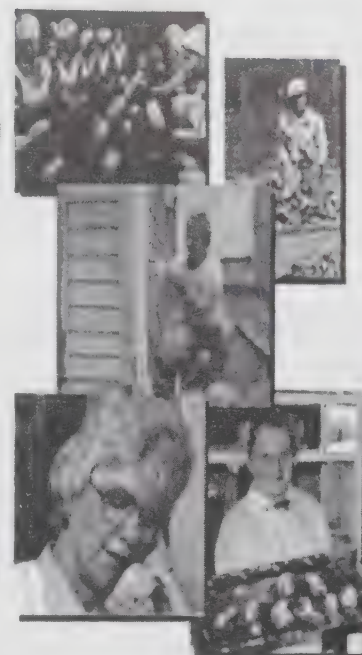
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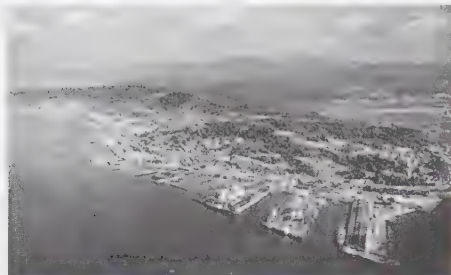
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A RIDE ALONG ASTORIA'S WATERFRONT IN THE 1930'S

By Harold Nelson who grew up in Astoria and worked on boats along the waterfront.



The Astoria Waterfront

Astoria's location on the south bank of the Columbia River, not far from the Pacific Ocean, destined it to become a port city. It has had its share of ups and downs for nearly two centuries. Natural resources of timber and fishing contributed greatly to the river economy. Astoria became a center for the region's commercial, business and financial sectors.

This is a recollection of mine, gathered from my memories of early years of schooling and growing up in

Astoria. I also worked on the river on a ferry boat, cannery tender and towboats. The latter was my joy. That was a long time ago so if any inaccuracies appear, I apologize.

Astoria's waterfront could be defined as extending from the present Port Docks on the downstream end to Tongue Point at the upstream end, a distance of approximately five miles.

Let's begin at Tongue Point and slowly work our way downriver, in a watercraft, of course.

The US Lighthouse Service, later taken over by the US Coast Guard, maintained a large facility for storage and maintenance of river and ocean buoy and navigation aids. Two steel-hulled steam powered vessels, the ROSE and MANZANITA were moored at the docks.

A few names of the fellows associated with the facility may sound

familiar to some of you: Asquith, Leslie and Morris.

Next were remnants of the Hammond Lumber Company mill shipping docks where sailing ships loaded for Pacific Rim ports. By now, however, the mill had burned on September 11, 1922 and was never rebuilt, a severe blow to Astoria's economy, as well as the town's catastrophic burning shortly after on December 8, 1922.

At the foot of present 50th Street was a large complex of the Columbia River Packers Association, the largest of the salmon packers in the region. They also had a shipyard to maintain, repair and build boats for the company plus a warehouse, net racks, bunkhouse and a fish receiving station. The facility was referred to as the Scandinavian Station, named after an earlier-owned salmon cannery.

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They may lace on a pair of corks
or climb into a big old truck.

They may pick up a hammer,
To keep the bills all paid,
or work the docks or canneries,
It just seems the river's way.

Some step back in to a classroom
To educate our young.
They may be among the best
With all the things they've seen and done.

Back to the mills or offshore boats,
What ever seems to suit.
Until it's time once again
To give the salmon hot pursuit.

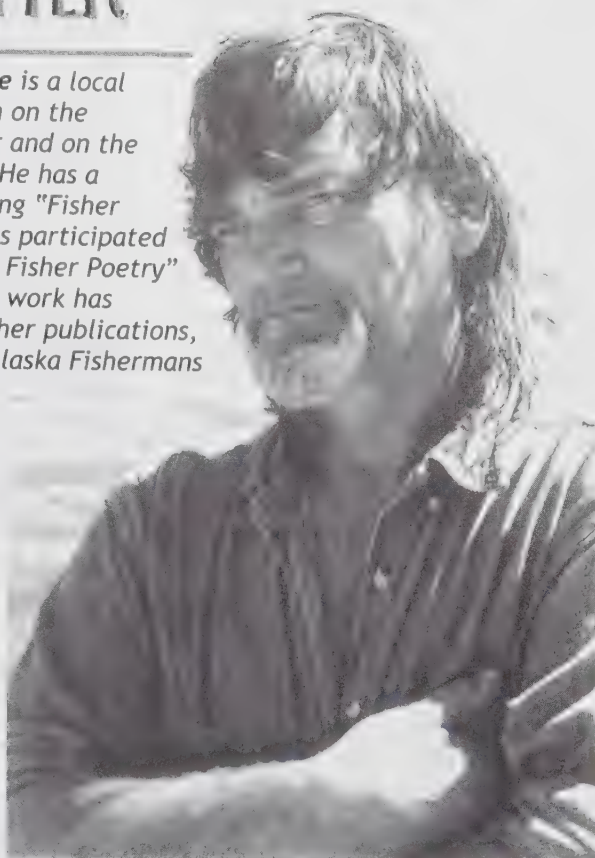
Short shift from Fishery managers
Has spawned this special breed.
Though most would rather fish,
They do what ever they need.

Now I've never heard anyone
Give 'work ethic' it's name.
But everyone I know,
Has it just the same.

Well I guess they don't need an introduction,
They may-be your neighbor or your friend,
Or even better yet...
You may be one of them!

Dave Densmore
Jan 6, 04

Dave Densmore is a local fisherman both on the Columbia River and on the Pacific Ocean. He has a knack for writing "Fisher Poetry" and has participated in the "Astoria Fisher Poetry" gatherings. His work has appeared in other publications, including the Alaska Fishermans Journal.



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About six canneries merged to form the Columbia River Packers Association, CRPA for short. The tender ASTOR moored here during the fishing season. CRPA had a number of tenders that picked up fish daily from the various stations. I decked for several years on the ASTOR. A few names of people at the Scandinavian Station were Nelson, Peterson, Basel, three North brothers, Halonen and Messenger. I felt by adding a few names to the various locations might evoke some nostalgia

for a few local "old timers" who might say, "Oh! I remember that fellow."

Chinook Station was located near the foot of 46th Street. This was a facility owned by Chinook Packing Company of Chinook, Washington which lies across the river from Astoria. A number of Astoria gillnetters sold their catch to Chinook packing in return for netracks, storage, moorage and fish receiving. The tender, MAN O' WAR, made daily calls to pick up fish for delivery to the

cannery in Chinook. Gus Bergestein skipped. Sam Christensen was station manager.

CRPA's cold storage, known as Hanthorne's comes next near 40th Street. It was a large operation for ice-making, freezer rooms and preparing salt salmon for export. A large amount of ice, both block and crushed, was necessary for daily delivery to the cannery, seining grounds and receiving stations. Other users were also served. Tony Carnessa and Bill Catral were old timers here.

George and Barker Station, a CRPA property at the foot of 37th Street, consisted of a receiving fish dock, net racks, warehouse, boat repair shop and a bunkhouse for out-of-town fishermen. The tender LEADER moored here. Bill Bergman skippered. On the beach were Pete Welch, Ernie Gustin, Charles Bergman and Oscar Hendrickson.

At the foot of 31st Street, near the old Eric Hauke grocery store, we find Brookfield Sand and Gravel. Charlie Larson founded and managed the facility for many years. Many of the roads and dikes on the lower river were projects of Brookfield. A rock quarry was operated at Brookfield, Washington about 1.5 miles upriver. A bucket digger for digging river sand, loading and unloading barges of sand and gravel was a necessary piece of equipment. The tug, BROOKFIELD, skippered by John Dulich, provided the towing. She was powered by a Fairbanks-Morse diesel. Our next CRPA station was called Occident, also named after the original cannery that was merged into the combine. It served the fishermen in the West end of Upertown.

As we approach downtown Astoria we see the last of what some referred to as the Railroad Docks. Sternwheelers from Portland docked daily with freight and passengers. Among them were the LURLINE, UN-DINE and screw-propelled GEORGIANNA. Land transportation and improved roads were beginning to favor the land competition. The demise of a colorful fleet, serving the region from Portland to Astoria, was drawing near. Replacing this waterfront section, we now have the Co-

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lumbia River Maritime Museum, one of the country's best. The US Coast Guard shares the docking space with the museum. River sightseeing cruise ships are now regular museum visitors.

A short distance downstream were two car-and-passenger ferry companies providing service to Megler and Point Ellis, Washington. The ferry, NORTH BEACH, owned by Columbia Transportation Company, docked at the foot of 15th Street. Captain Elmer Faulk was her skipper. The service was established in the early thirties.

The ferry, NORTH BEACH, was later acquired by Captain Fritz Elfving's Astoria North Beach Ferry Company in 1931 and was subsequently eliminated.

The Astoria North Beach Ferry Company's ferries docked at the foot of 14th Street. The ferries were named TOURIST II and TOURIST III. Capt. Elfving founded the company about 1922. The first ferry landing was at P. J. McGowan & Sons' dock at McGowan, Washington. After a few years the Washington terminus was moved upstream about a mile to Point Ellis and then to Megler following the termination of the ferry, NORTH BEACH.

The State of Oregon became the owner and operator of Capt. Elfving's company in 1946. When the Astoria Bridge was completed in 1966, the ferry service from Astoria to Megler was discontinued. The ferry service could no longer accommodate the heavy traffic.

Dock space between the two ferry landings accommodated the moorage for the US Corp of Engineers' survey boat, GEO. H. MENDELL. She was retired, sold to Shaver Towing of Portland, repowered with a diesel engine, then used in the towing industry. The Corp replaced the Mendell with a new upgraded steel hull and dieselpowered engine. She was then named the ROBERT GRAY. Her design complimented her nice lines.

Knappton Towboat Company, largest of the local towing companies, occupied the dock and warehouse between 14th and 12th Street. (There was no 13th Street). Both steam and diesel engines powered

their fleet. Among them were the DEFENDER, IRENE, KNAPPTON, MYRTLE, MELVILLE and TONQUIN. Skippers usually were longterm employees who had advanced from deckhands to skipper. They were John Sigfridson, Oscar Nelson, Clark Bell, Bill Jacobson, Connie Johns, Mike Lawlis and Arve Larson.



Astoria, 1813

Shaver Transportation of Portland berthed their steel hull diesel WILAVIS in Astoria to take care of their towing in the lower river. Mainly log rafts out of Youngs Bay. Harold Herren and Sam Shields worked together, eventually being transferred to Portland when towing diminished. The moorage was located between 12th and 11th Streets.

Occupying an adjacent space downstream was Arrow Tug and Barge. The company was founded by three Cherry brothers: Harry, Phil and Ted. Both river and occasional ocean towing was supplemented by an agreement with the Columbia River Bar & River Pilot Associations to provide transportation to and from ocean-going vessels as they passed Astoria. Their vessels were ARROW 1, 2, 3, 4 and 5. Some names to go along with the fleet were John Hanhela, Charlie Nelson, Mag Larson, Vic Lonberg and John Pemberton who ran the ARROW #2 for pilot transfers.

A dock, from 11th Street to 10th Street, provided moorage for a number of vessels handling freight and passengers. Among these vessels were L. P. HOSFORD, EFIN, AMERICA and WATCO. The latter made daily (except Sundays) round-trips from Cathlamet, Washington. Harry and Ernie Foster owned the company and had successive boats over the years.

Others were the JULIA B. and the IMPERIAL. Eventually, the business became unprofitable to operate.

A smaller, but necessary boat, named the VICTORIA, was a regular visitor from Rosburg, Washington carrying freight and passengers from the Gray's River region. Vic Hoikka and his brother operated the boat. They would arrive in mid-morning and depart in the afternoon. Her run was a valuable service to the rural community along the North Shore. Access to commercial centers was still limited because of lack of good land transportation. These communities were relatively remote river locations.

The towboat, CHIEF, owned by Western Transportation Company of Portland, used the dock as a regular tie-up when not being used to tow log rafts out of Youngs Bay for Crown Willamette Paper Company's mill at Camas, Washington. I recall John Ostergaard, skipper, Al Wrangila, mate and Ralph "Jumbo" Carlson decked.

Near the foot of 6th Street was the headquarters of the Columbia River Packers Association. The head-

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quarter's office and supporting segments of the company were located here. It was referred to as Kinneys, having been the original sight of Kinney's Salmon Cannery before the association was formed. An interesting, but perhaps little-known part of the combining of the canneries, was that Henry McGowan of P. J. McGowan & Sons in Ilwaco, Washington was the lone holdout. His family cannery operated independently for many years.

CRPA's tenders, mooring at this location were CRPA #1 and #2, UNGA and DIEHLESS. Brothers Charlie and Fred Soderberg, John Lindberg and Allen Hughes ran regular schedules during the fishing season on these tenders. Fish were picked up from receiving stations, scows anchored at strategic locations and seining grounds, for delivery to the Elmore Cannery in Astoria. The UNGA and CRPA #2 ran to Newport, Oregon on the coast.

Nearby we find the Standard Oil of California dock. Standard was the main supplier of fuel and lubricants to the marine community. In addi-

tion, a supply boat called the STAN-DARD, which was later replaced by the SERVICE, made regular calls to the numerous locations along the river that had no outside access other than by water. She served the fishing industry well. Jack Leahy responded to a docking vessel's whistle. He would leave his other chores on shore to hustle out to the dock to lower the fuel hoses to the waiting boat customers. It could be a gillnetter, troller, dragger or towboat. Jack was well known by all who docked for service. Carmichael Oil Company now occupies the location, but a service boat is not provided since there is no longer a need for it.

Art Anderson, a well known resident of Astoria, operated the Columbia River Salmon Company. The cannery was next to Standard Oil and was small in comparison to the other larger canneries. Art obtained a good share of his fish by placing anchored scows near the fishermen's drifts around the lower river. These were referred to as "cash" scows. The money was paid when the fish were weighed. This allowed some

cannery gillnetters to replenish their cash occasionally, rather than draw on their account at the cannery he was committed to. The parent cannery frowned on this practice.

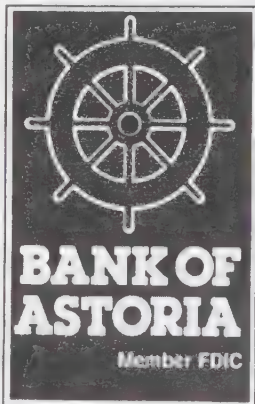
Polkinghorn ran the pickup tender. C. H. FOSTER. It was of a double-stem construction rather than the usual rounded or square stern boats of that size.

Next we have C.R.P.A.'s flagship cannery, known as Elmore, one of the largest Chinook salmon canneries on the coast. Chinese contract laborers contributed greatly to the seasonal work force. They were provided food and living quarters on site. Chinese labor bosses supervised their work. They were experts in gutting and cleaning the salmon for canning. Most were recruited from the Portland area.

A number of Astoria's youth found employment in the fishing industry and were able to help finance their college educations by working during their school vacations.

As we near the western end of our river trip, we find Union Fishermen's Cooperative Packing Company, established in 1896. It was one of the oldest and largest canneries formed by the Finnish community of fishermen in what was called "Union Town". The neighborhood still retains its name. The southern end of the Columbia River Bridge sits on its center. The Union Fishermen's tenders, seen daily during the season, were the INDEPENDENCE #1 and #2 and GLOBE.

To fill out our cannery sites we now reach the east side of Pier 1, site of the Barbey Packing Company which was formed by Henry Barbey.



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It was one of the last to close. Dave Anderson ran the MAYDAY for pickup from their various stations.

Pillsbury Flour mills occupied all of Pier 1 with docking space on the north face and west slip. Ocean freighters would load sacked flour for destinations to the Pacific region and the Orient.

Pier 2 served the various marine activities with open space for two steam-rail cranes and a gridiron. The Port's dredge, NATOMA and tender B. F. STONE moored here. Astoria's mayor, J. C. Tenbrook, was dredge captain.

Pier 3 was a large covered warehouse for the handling and storage of cargo. In addition, the US Coast Guard used the east side for mooring the REDWING, an old WWI tug. It was later replaced by the more modern rescue vessel ONONDAGA, commanded by Cmdr. Hemingway. This moorage was later moved to the present one near the Columbia River Maritime Museum.

I hope you enjoyed our boat ride, perhaps visualizing what it looked

like back then.

A few of the old sites still remain, such as the Buoy Station at Tongue Point, Carmichael Oil, formerly Standard Oil, Knappton Towboat, now Foss Tug, and the Port Docks. Condominiums, a museum, motels, shops, restaurants and offices are new occupants of some of the old abandoned sites.



The Astoria Trolley

A trolley, a favorite of tourists, now travels the abandoned track of the S. P. & S. rail-road paralleling the waterfront. Sections of the once-vibrant waterfront are now reduced to rows of rotted piling, like sentinels of the past.

The passing of a great era of the waterfront will be missed by those who lived it. Hopefully, the continuing efforts of the business and civic leaders will result in further revitalizing and rebuilding of Astoria's greatest asset - the waterfront.

• • • •

Ride the newly restored Old 300 trolley along Astoria's waterfront. The Old 300 was originally built in 1913 and is a 20-ton, 40-passenger trolley. The trolley travels on Astoria's original train tracks between the East End Mooring Basin and West End Mooring Basin, and passes along Astoria's historic working waterfront. Expect to see fishing boats unloading their daily catches, seals and sea lions poking their heads up with a watchful eye on the fishermen's catch, Coast Guard Cutter ships, Columbia Light Ship Museum, Maritime Museum, and much more. On the return trip you can view Astoria's historic Victorian home architecture and maritime character that paints its silhouetted hillside.

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**Leonard Francis
'Bendy' Johnson**

Commercial fisherman, 84

Leonard Francis "Bendy" Johnson, 84, of Clatskanie, died Sunday, Jan. 11, 2004 in Portland.

Mr. Johnson was born Aug. 21, 1919 in Astoria to Arthur Louis and Ethel Tripp Johnson. On Dec. 31, 1947, he married Mary Schoenenbac in Vancouver, Wash. She survives, living in Clatskanie.

Mr. Johnson served in the U.S. Navy during World War II and was

stationed in Guam for almost three years. He had fished the Columbia River since the age of 17, finishing high school "on the boat." He also fished in Alaska for more than 30 years.

He was called "Ben" or "Bendy" by close friends and family members, and they say he was known as the kind of person who would do anything he could for others. His favorite activity was showing hospitality and spending time with family and friends. They say he was much loved and will be deeply missed.

In addition to his wife, Mr. Johnson is survived by a daughter, Lorraine LaPierre of Clatskanie; three brothers, Owen Johnson of Umatilla, Glen Johnson of Olympia, Wash., and Robert Johnson of Redding, Calif.; two granddaughters, Irene Ewing of Bend and Priscilla Fabela of Ashland; two great-grandchildren, Keyonna and Dagon Ewing of Bend; and numerous nieces and nephews.



Uno A. Brannar

April 2, 1912 - October 28, 2003

Uno A. Brannar of Newberg who spent his youth in the John's District area north of Clatskanie, died October 28, 2003, at the age of 91.

He was born in Astoria on April 2, 1912, the son of Axel and Katri (Hitula) Brannar, and grew up by Bradbury Slough where his parents operated a small grocery store selling provisions to neighbors and fishermen. After attending Mayger School, to which he was taken by boat, he started fishing with his father and later became a commercial fisherman on the Columbia River and Bristol Bay in Alaska. On April 19, 1932, he married Alma Mickelson.

In 1945, they moved to Portland, when Albina Fuel employed him, while continuing to fish in Alaska in the summer. Prior to powerboats being allowed in Bristol Bay, he operated a "monkey boat" for Libby, McNeil, Libby's Graveyard Cannery. Later he was net boss for Columbia River Packers Ekuk Cannery in Nushagak. From 1951 until his retirement from Bristol Bay, he fished the wood bow picker, Bumble Bee No.1, for Columbia Ward's South Naknek Cannery.

He also lived in Seaside for a time and spent 40 winters in Mesa, Arizona. In 1988, he returned to Portland and moved to Newberg earlier this year. Family members said his life "evolved around fishing" and after a period of years he made a final fishing trip to Bristol Bay in 1985. He was also a member of the Alaska Fishermen's Union.

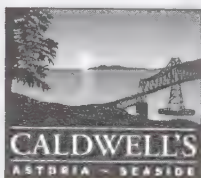
His ashes were spread in Bradbury Slough, at "high-water down."

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Herman Michael Haggren

Commercial fisherman, 79

Herman Michael Haggren, 79, of Astoria, died Thursday, Nov. 27, 2003 in Astoria.

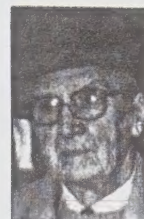
Mr. Haggren was born Oct. 23, 1924 in Astoria to Mike and Hilja Lukkarila Haggren. He was raised in Elsie. During World War 11, he served in the U.S. Army in Europe, Asia and Japan with the 361st Engineer Special Services Regiment.

In December 1949 he married Mary Lou Bakkensen at the First Methodist Church in Astoria. She survives,

living in Astoria.

Mr. Haggren was a commercial fisherman his entire life, fishing the West Coast and throughout Alaska. Family members said he loved the outdoors and going on hunting, fishing and family trips. He loved his closeknit family and lived with integrity, they said.

In addition to his wife, Mr. Haggren is survived by a son and daughter-in-law, Mike and Bobbie Haggren of Lynden, Wash.; a daughter and son-in-law, Cyndi and Chip Cahill of Bellevue, Wash.; six grandchildren, Hailey, Carly and Alli Cahill of Bellevue and Byron, Sarah and Matti Haggren of Lynden; and two sisters and brothers-in-law, Katherine and Kaaro Kama and Lila and Ronald Collman, all of Astoria. A sister, Mim Starr, died earlier.



Harvey Leroy Larson

Decoy carver, 89

Harvey Leroy Larson, 89, of Rosburg, Wash., died Saturday, May 29, 2004 in Rosburg.

He was born Dec. 1, 1914 in Astoria to Peter and Clara Svenson Larson. He grew up on a small dairy farm in Rosburg and lived there his entire life.

Starting at a young age, he worked as a logger in all positions including a faller for Tidewater Logging. His other jobs included producing powdered milk at the Lower Columbia Dairy Association creamery

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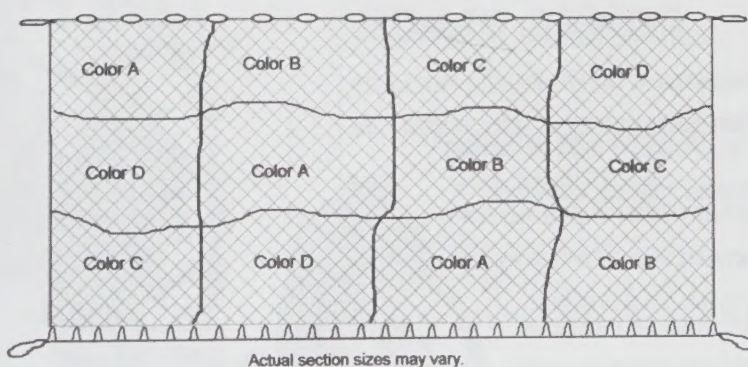
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in Grays River, Wash.; owning and operating his own milk truck hauling milk cans from several local farms to LCDA; gillnetting on the Columbia River briefly; running a log loader for Jim Lindros Logging; and then owning and operating a log truck, hauling for several local loggers, including Crown Zellerbach, when he retired. He was also part owner of the Rosburg Store for several years.

Family members say Larson always had a connection with boats, owning several small yachts, with which he enjoyed taking friends sport fishing and for boat rides. He was an avid clam digger. During the late 1940s, he built a Monk design wooden gillnet boat, the Claire L. in his garage, which later won the gillnet boat race three times in the Astoria Regatta. He collected and carved several wooden decoys. He enjoyed gardening and was interested in all sports. He is remembered as having

a clear memory, and could relate facts in great detail about the early days of the area with great stories about those he had known including quotes and accurate voice imitations.

Larson married twice. His first wife, Gladys; died in 1968. His second wife, Katie, died in 1986.

He is survived by two sons, Terry and Tracy Larson of Rosburg; a daughter and son-in-law, Clair and Daniel J. Stephan of Rosburg; three granddaughters, Bonni Morgan of Tualatin, Marlee Burch of Naselle, Wash., and Lara Walker of Portland; six great-grandchildren two stepdaughters, Gayanne Bicandi and Judy Holteen of Vancouver, Wash.; six step-great grandchildren; and 13 step-grandchildren.

He was preceded in death by three brothers, Delwin, Sidney and Vernon Larson and a grandson, Daniel L. Stephan.

Floyd Darrel Mattson Commercial fisherman, 78

Floyd Darrel Mattson, 78, of Naselle, Wash., died Friday, Dec. 26, 2003 in Astoria.

Mr. Mattson was born May 19, 1925 in Astoria to Andrew and Pearl Paju Mattson. He grew up in Deep River, Wash., where he attended grade school; he also attended Rosburg Grade School. In 1943, he graduated from Naselle High School, where he played football, track and basketball.

After high school, he worked for Deep River Timber for three months until being inducted into the U.S. Navy. He served as a seaman 1st class aboard the submarine USS Sea Fox in the Asiatic and Pacific areas until 1946.

On Dec. 26, 1947, he married Earlene Anderson in Kelso, Wash. She survives, living in Naselle.

Mr. Mattson worked in the woods for several years in the Rosburg area before becoming a commercial

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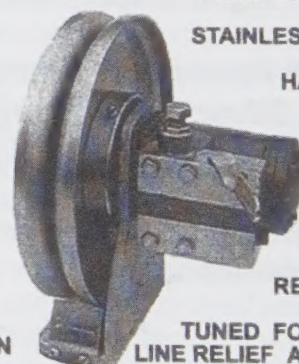


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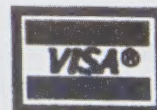
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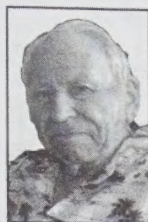
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fisherman. He fished the Columbia River, Willapa Bay and Bristol Bay fisheries in Alaska until his retirement.

Family members said he enjoyed being outdoors, fishing and hunting. He was an avid follower of Naselle sports teams. He also enjoyed music, particularly The Scandinavian Hour on the radio and big band orchestras. He was a member of the Deep River Post American Legion and the U.S. Submarine Veterans Association, Lockwood Chapter.

In addition to his wife, Mr. Mattson is survived by a daughter, Dianne Mattson of Ocean Park, Wash.; a son and daughter-in-law, Craig and Diane Mattson of Naselle; six grandchildren, Theresa LeRoy and her husband, Nick, Darren Pearson, Andy Mattson and his wife, Kristi, Steve Mattson M.D., Carrine Holmberg and Matt Holmberg; and a greatgrandson, Ethan LeRoy. A sister, Audrey Holm, died in September.



George Thomas Moskovita

Fisherman, 91

George Thomas Moskovita, 91, of Astoria, died Thursday, April 8, 2004 in Astoria.

Mr. Moskovita was born Feb. 19, 1913 in Bellingham, Wash., to Dome and Agnes (Rooney) Moskovita.

Mr. Moskovita graduated from Whatcom High School in Bellingham, Wash., in 1930. He attended the University of Washington.

He had been involved in the fishing industry since childhood. He and his brother helped their father, who was the first commercial crab fisherman in Bellingham Bay.

Mr. Moskovita fished from Alaska to Mexico in nearly every type of fishing.

In 1939, he moved to Astoria and pioneered the bottom fishing business in the area.

On Aug. 20, 1943, he married June Berg of Astoria at St. Paul Episcopal Church in Bellingham, Wash. She survives residing in Astoria.

Throughout his career, Mr. Moskovita owned, rebuilt and restored many fishing boats. He also established Pacific Shrimp in Warrenton. He wrote a book, "Living Off the Pacific Ocean Floor," which is an account of his life, boats and stories.

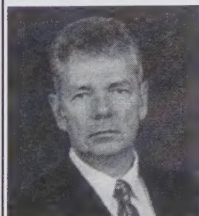
He is survived by four daughters and three sons-in-law, Joy Johnson of Rosburg, Wash.; Georgene and Pastor Keith Swenson of Seaview, Wash.; JoAnn and Charles William of Scappoose and Kathleen and Randall Orcutt of Bellingham.; 12 grandchildren; and three greatgrandchildren.

He was preceded in death by a brother, Jack Moskovita.

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